

CLASSIFICATION ~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLYCOUNTRY ~~East Germany~~

REPORT NO. [REDACTED]

TOPIC ~~Schorfheide Airfield~~

25X1 EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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25X1 DATE OF CONTENT [REDACTED]

25X1 DATE OBTAINED [REDACTED] DATE PREPARED 26 February 1954

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Construction work at Schorfheide airfield was discontinued after 14 December 1953 because of the weather, particularly during the frost period in January 1954. Some of the workers were detached to the coastal area and others to the construction site near Zeitz. The remaining workers and craftsmen received 60 percent of their usual pay without working because of the bad weather.
2. Construction superintendent Kunze (fnu), was recently transferred from Schorfheide to Brandenburg where he was employed in the steel construction section. In January, construction superintendents Mundt (fnu) and Heiland (fnu) arrived at the field. Rumors were that chief construction supervisor Koetz (fnu) would be transferred to Zeitz, and that the manager Teutsch (fnu) of the Brandenburg Baunion had fled to West Germany.¹
3. Shortly before Christmas 1953, work began on the construction of a concrete wall around two fuel containers of fuel dump I. The wall was constructed in such a way that there was an interval of 1 meter between the fuel container and the interior wall which was vertical. The external wall, however, tapered to the top, being 35 cm. thick at the bottom and 35 cm. at the top. In addition, a concrete roof was scheduled to be built on top of each container. This work, however, could not be started before the end of the frost period.
4. Near the railroad siding to the ammunition dump northwest of Kurtschlag work was under way which indicated that a second spur track was to be laid there. About 20 meters south of the main spur track to the field and 150 meters east of the available rail siding was a marker stone bearing the figures 110/114 on the side pointing to the west and 314/315 on the side pointing to the north.
5. [REDACTED] the runway will have a slope of 32 cm. from its vertex to the outer edges.¹
6. In [REDACTED] the guard personnel of the factory police were only to be on guard duty until 10 p.m., as the Soviet sentries recently received orders to fire at any one seen at the field after nightfall. The Soviet patrols were reinforced. Allegedly, new passes were to be issued to the workers after 1 February.¹

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7. The work details at the field were engaged in excavation and uprooting work at the field prior to 13 January. On 14 January, 250 men were sent home and received 60 percent of their pay until 25 January. If the weather hampered work at the field for a longer period, additional workers were planned to be detached to Zeitz and Rostock for repair work of damages caused by the storm.¹
8. The clearings in the northwestern corner of the field were considerably enlarged, especially to the east, in the northern section of Jagen 220.
9. Three fuel containers were completed in fuel dump I by 14 January and the fourth container was completed during the second half of January. The containers, each with a holding capacity of 400 cubic meters, were tested as to their tightness by filling them with petroleum. They were also tested with closed valves as to their resistance to pressure. The concrete pedestal around the containers was provided with lining for a shrapnel-proof wall which apparently was to taper toward its upper edge. Between the shrapnelproof wall and the container was a catwalk for the checking of the container. Concrete work could not be started by 23 January because of the weather. Rumors were that the containers would be topped by plates or a layer of sand. The fuel containers were connected to the pumping house by a pipe line laid about 1.5 meters under ground. From the pumping station double lines extended to the 3 pumps for the discharge of fuel and to 3 pumps for the transfer of fuel. The 6 pumps were to be operated by electric power. The cable connections from the transformer were not yet completed. Construction work was under way on a storage shed for barrels and an oil house. The entire fuel dump was to be surrounded by a barbed-wire fence for which the wooden fence poles had already been erected.
10. When cement for mason's work was taken from the cement storage shed it was discovered that the cement had become wet. The concrete mixers parked in three groups north of the cement storage shed and south of the runway were not transferred as had been originally planned. The narrow-gauge field railway track still extended as far as the mixing installations.
11. Construction work was being done on a pumping house, a brick structure, about 10 x 6 meters, south of the headquarters building, near the boundary separating the workshops of the Bauunion. Four boilers and 2 pressure chambers, each with a pressure of 10 atmospheres, were being installed in the pumping house. The pumping station for the drainage system was completed. The lines from the installation extended beyond the Vietmannsdorf-Gross Doelln road toward the west.
12. On 19 or 20 January, representatives of higher Soviet headquarters were expected for inspection at the construction site; however, they did not arrive.²
13. Prior to early December, ration tickets were issued to about 1,200 laborers at the field. Beginning approximately in the middle of December 1953, some of the workers were detached, allegedly to Zeitz and others to Rostock. Rumors were that changes had occurred within the Soviet construction staff and that construction superintendent Kunze (fnu) and chief construction supervisor Koetz (fnu) would be transferred to Brandenburg.¹
14. During January, excavation work was being done on a strip about 75 meters wide, north of, and parallel to, the runway. Bulldozers and tractors were being used for excavating the sod, which, however, was not hauled away.

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15. Clearing work was being done on a strip, about 150 meters wide, in Jagen 221 and partially in Jagen 246 and 247. On both sides of the strip individual aprons were being cleared at regular intervals. [redacted] these aprons were to serve as dispersal areas.

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16. [redacted] a sketch of the fuel containers in fuel dump I. The fuel containers allegedly had a height of 2.4 meters, as was learned from an order for timber required for work on the shrapnelproof walls around the containers. The upper side of the containers consisted of individual sections which were welded together on top of a steel structure. Most of the containers were completed by mid-January. Preparatory work for the construction of shrapnelproof walls indicated that between these walls and the containers there was a space of about 1 meter. The shrapnelproof walls were constructed in two semi-circles between which an insulating or expansion joint was located. At the lower side of one of the two halves were grooves for supply and drainage pipes.

17. Rumors were that the ammunition dump northwest of Kurtshlag would be expanded approximately by its present size.

18. During the second half of January, excavation work was being done on a strip north of the runway where sod was being removed. On 13 January, uprooting work by means of two steam locomotives was under way in Jagen 220 and Jagen 155. A clearing, 15 to 20 meters wide, was cut into the wood from Jagen 216 northeast of the road fork near triangulation point 62.8 as far as Jagen 241. On 13 January, Soviet soldiers wearing red-bordered black epaulets were cutting trees in this clearing in which the roots were not yet removed. A similar clearing extended in eastwest direction through Jagen 242, 243 and 244.

19. After July 1953, there were rumors at the construction site which said that the village of Zeberssee would be vacated; however, no reasons or details were known. The rumor was again heard on 13 January.

20. On 13 January, the barriers along the Vietmannsdorf-Gross Doelln road, on the northern and southern edges of the construction site, were guarded by Soviet soldiers wearing red-bordered black epaulets. A German sentry and two guards of the factory police were posted near Jagen 162. Soviet double sentries were repeatedly observed along the fence on the northern edge of the field.

21. During the second half of January, the German construction staff at the field was ordered by the Brandenburg Launion to decrease the number of workers at the field to about 200. Therefore, about 60 men were transferred to Deuben-Profen for railroad construction work; about 20 concrete workers were transferred to Premnitz; and about 100 workers along with 4 steam locomotives were transferred to the Baltic Sea coast. Additional workers were allegedly to be detached to Greal-Mueritz. The bulk of workers remaining at the field received 60 percent of their pay and were temporarily allowed to stay at home during the bad weather period. In February, excavation work on the dispersal areas on both sides of the axes and construction work on the ammunition dump and fuel dump I were to be resumed by an estimated total of 700 workers.

22. During the second half of January, construction work was stopped on the scheduled communication road between fuel dumps I and II, apparently because of new construction projects. Definite details on the new projects were expected from the Soviet construction staff at the beginning of February. The previously announced engineer from Moscow did not arrive until 30 January. In the meantime, Colonel Khomotov (fnu) ordered that the following work be done: the terrain 4 kilometers around the center of the airfield was to be

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checked as to its geological condition, especially the subsoil water level; surveying work was to be done on a terrain, 500 meters square, in the western extension of the runway; a terrain with about 60,000 cubic meters of marshy soil was to be found in the vicinity of the construction site as such soil was required for the strips on both sides of the runway where the sod had been removed.²

23. On 27 January, a conference was held in the administrative building of the Soviet construction staff, which was attended by Colonel Litvinov (fnu) of the Leipzig construction staff; Lieutenant Colonel Vichkovskov (fnu) of the Leipzig construction staff; Lieutenant Colonel Khomotov (fnu) of the Soviet construction staff at the airfield; Zibolovski (fnu), the interpreter; Desner (fnu), SED member, representative of the ministry for reconstruction, spoke Russian fluently; Albrecht (fnu), SED member, representative of the price control section with the ministry for reconstruction; Dipl. Ing. Kloeckner (fnu), technical manager of the Bauunion Brandenburg; Koetz (fnu), chief construction supervisor at Schorfheide airfield; and Kutscher (fnu), business manager at the field. During the conference, a new contract concerning further improvement work at Schorfheide airfield was discussed. The skeleton agreement for previous construction work was to serve as a basis for the new contract which was to include construction projects amounting to a total of 17 million Eastmarks.
 24. After Major Kovtaza (fnu), also Major Alekseyev (fnu) returned to the USSR in the second half of January. The two officers were replaced by newly arrived Russians. By Soviet order, the Russians at the field were no longer allowed to have private telephone lines but only official telephone connections.⁴
 25. Prior to Christmas 1953, the German surveyor noted that in a Soviet construction plan, the village of Betersee was located within the boundaries of the scheduled airfield.²
 26. At the end of January, Lieutenant Colonel Khomotov conferred with an official of the MVD and members of the German construction staff at the field including Sitzig (fnu), SED member and secretary of the party organization at the plant; Roessener (fnu), SED member and chairman of the shop trade union management; and Kluck (fnu), SED member and chief of the labor section. During the conference, mention was made that the number of SED informants within the work force at the field had been increased to 21 and that these informants had to report three per day on the morale among the workers. All remarks displaying unfavorable criticism were allegedly noted down on the personal sheets of the workers and employees. On 2 January, the district attorney gave a lecture on the espionage processes of December 1953 and showed a sound film of the law proceedings.⁴
1. Comment. All of the reported members of the Bauunion Brandenburg charged with construction work at Schorfheide airfield are known, except for those who were newly assigned to the Bauunion. The assumed successor of chief construction supervisor Koetz was reported once in a previous report. The working places of the temporarily detached workers are not connected with air force construction projects.
 2. Comment. Most of the construction and construction projects described are known. The clearing from Jagen 216 to 241, reported by in paragraph 18, will probably serve for the construction of an approach road to the clearing which extends from Jagen 241 through Jagen 244. The evacuation of the village of Betersee is accounted for by various reasons, particularly by the orders of Colonel Khomotov which are reported by in paragraph 22.

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3. ☐ Comment: Sketch of shrapnelproof wall around fuel container,
see annex.

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4. ☐ Comment: The officers of the Soviet construction staff at Schorf-
heide airfield are known. The intended transfer to the USSR of Major
Kovtaza was previously reported. The persons who attended the conference
on 27 January 1954 have repeatedly been reported. Colonel Litvinov is
chief of the Soviet construction staff at Schorfheide airfield, which is
subordinate to the Leipzig construction headquarters.

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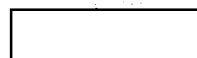
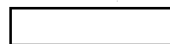
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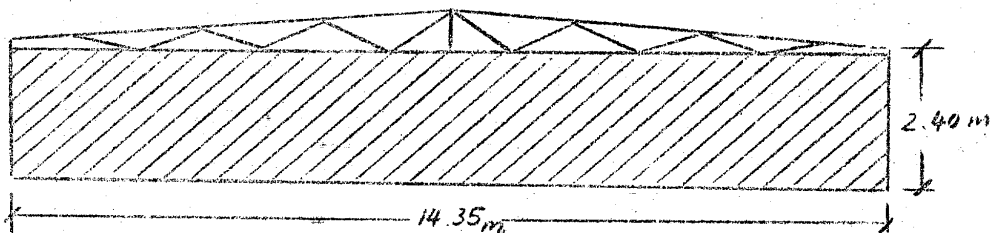
Annex

to



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Cross Section of Shrapnelproof Wall Around Fuel Container
at Schorfhoeide Airfield



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